

TfN's Strategic Transport Plan

Item 11



The new Strategic Transport Plan 2 (STP)

The STP is our opportunity to speak with one voice on behalf of the north by providing statutory advice on **our strategic transport priorities** to **ensure a transport network fit for the future**.

It sets out the unique opportunities and challenges facing the North's economy, people and communities, **showing how transport investment can enable regional economic growth, support decarbonisation and reduce social exclusion**.

It is **pan-regional and place-based**, focusing on common issues and providing the strategic 'case for change' for our local partners (LTAs/MCAs) and national delivery bodies to prepare and prioritise their plans.

Signals the **strategic investment needed** by public and private sector partners, and is clear about the need for **further devolution and system reform** – but agnostic about how that is delivered.



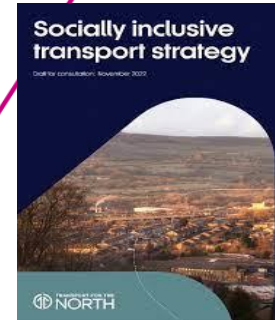
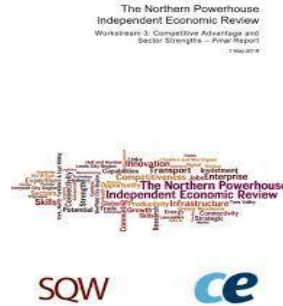
5 principles of our plan

- Evidence led:**
Grounded in robust evidence
- User centric:**
Recognising people and businesses have different needs
- Outcome-focused:**
Being clear on the outcomes needed to achieve our vision.
- Place based:**
Recognising unique and diverse geography of the North.
- Systems approach:**
An innovative and collaborative approach to implementations.

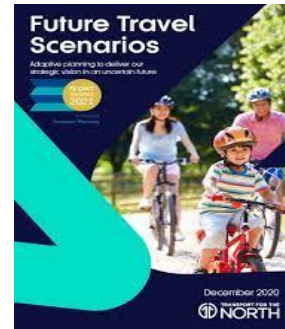


Building the new STP

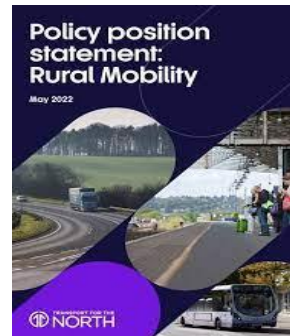
Three core "strategies"



Three "mode specific reports" and the Future Travel Scenarios



Policy positions and evidence base



Our vision

By 2050 the North of England will have become a thriving, socially inclusive region. Our communities, businesses and places will all benefit from sustainable economic growth, improved health and wellbeing, and access to opportunities for all. This will be achieved through a transformed zero emission, integrated, safe and sustainable transport system, that will enhance connectivity, resilience, and journey times for all users.

Strategic Ambitions

Transforming economic performance

£118bn more GVA by 2050

Decarbonisation of surface transport

Near zero by 2045

Enhancing social inclusion and health

1 million people fewer at risk of TRSE by 2050

Supporting metrics

Reliability

Access to jobs

Rail Freight

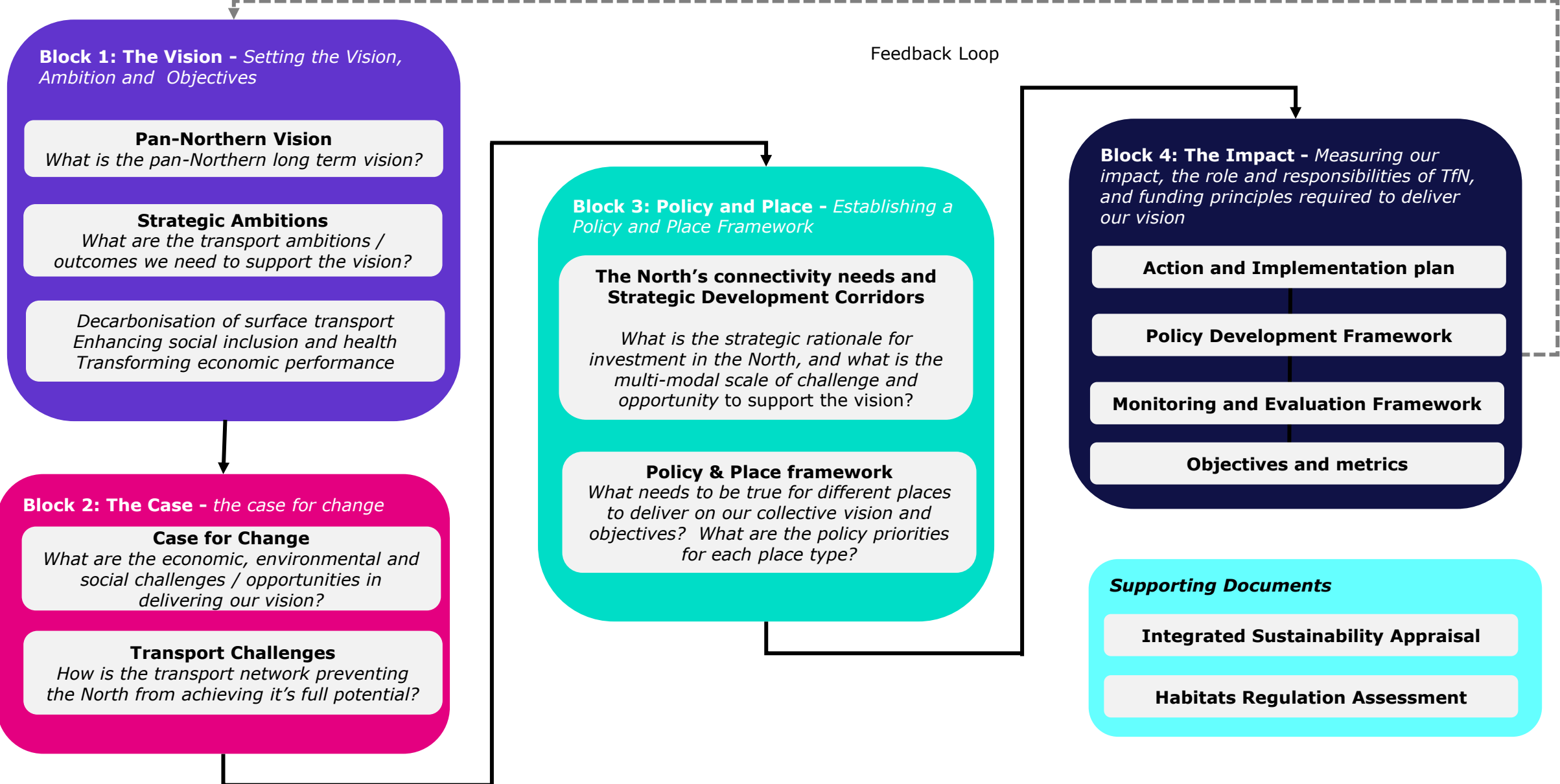
Road Safety

Access to stations

“Right share”

Air quality

Our plan at a glance



An outcome focused plan

The share of trips made by public transport increases to **15% by 2050** (currently 7%)

The share of trips made by active modes increases to **36% by 2050** (currently 27%)

Right share targets

There is **zero overall regional increase in private car vehicle mileage** on the North's road network to 2045, against a baseline of 78.2 billion in 2018.

Double the share of freight (measured as tonne km) carried by rail from **8.5% to 15% by 2050.**

Strategic Transport Priorities



Rail Investment

Developing new capacity (NPR in full, HS2, TPR upgrade); 7-day railway, greater reliability, improved fares and ticketing; freight capacity



Sustainable Roads

Resilience, safety, targeted investment where needed, enabling modal shift



Decarbonisation

Greater use of public transport and active travel, alternative fuels and transport, EVCI roll-out, improving biodiversity, rail electrification



Enhancing Social Inclusion and Health

Reduce by 1million the number of people in the North at risk of transport related social exclusion by improving safety and accessibility, enabling connectivity for all (e.g. station accessibility) and improvements to public transport.

Tools and Frameworks



Strategic Development Corridors

Multimodal economic ecosystems that can maximise benefits of new investment.



Policy and Place Framework

Application of the STP to develop policies for different types of places and people



Monitoring and Evaluation (M&E) strategy

Core and supplementary metrics that monitor the effectiveness of the STP and make the case for investment

5 changes required

- **Increase total investment infrastructure**
- **Holistic 'whole journey' approach**
- **Clarity & flexibility of funding**
- **Continue & extend devolution**
- **Need to work together**



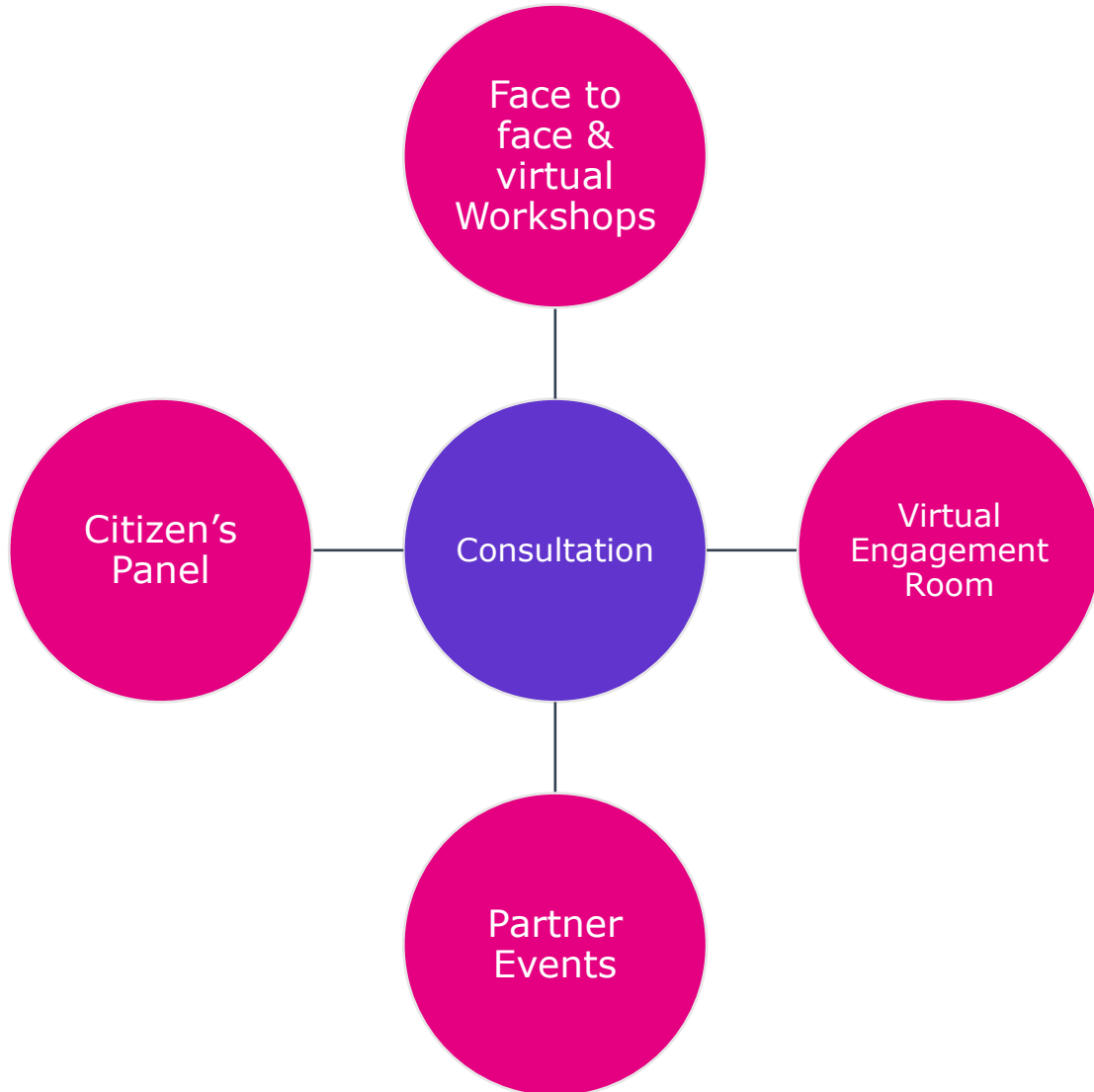
ISA & HRA

The ISA has been prepared to meet National and European legislation requirements, with a bespoke ISA Framework to assess the plan.

- The STP performed well by reducing greenhouse gas emissions and protecting local air quality; enhancing long term economic prosperity; and promoting inclusive and safe environments for all.
- The assessment found uncertainty relating to avoiding land contamination, enhancing the blue infrastructure network and cultural heritage impacts.
- Due to the high-level nature of the STP, The HRA found that it is not possible to rule in, or out, potential impacts on designated European sites within the plan area of the STP. When further detail on individual plans or projects are brought forward, these will be assessed further through the HRA process.



What is the consultation?



The public consultation for the STP and the ISA is a process that we are undertaking to seek and gather feedback, opinions and suggestions from the public and stakeholders, before its publication.

This consultation will run for 12-weeks and is a statutory requirement.

The consultation aims to:

- Seek views on the draft strategy and seek feedback on areas for improvement before adoption.
- Raise awareness of TfN, our mission and reinvigorate support for organisation.

Please, leave your comments in our Virtual Engage Room at: tfn-stp.virtual-engage.com

Do you have more feedback on the STP?

You can respond to the consultation on the virtual engagement room or through the free post below.

The consultation will run for 12 weeks from 25 May to 17 August.

 Link (tfn-stp.virtual-engage.com)

 Freepost information (TfN STP)

 Other contact information
(stp@transportfornorth.com)



Thank You

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